

[012] BRIEF DESCRIPTION OF THE DRAWING

~~The sole figure~~ Fig. 1, illustrates a method of operating a traveling, take-off power shaft connected to a drive motor by a clutch; and

Fig. 2, is a simplified block diagram of the vehicle comprising a take-off power shaft connected to a drive motor by a clutch and an electronic system.

[014] Accordingly, a method is shown in the ~~sole figure~~ Figs 1 and 2 and proposed in the framework of which, the rotational speed of a traveling power take-off, through the speed of rotation of the drive motor, is caused to controllingly conform to the rotational speed of the wheels by electronic intervention. This can be achieved, for example, by the use of a sensor, which measures the rotational speed of the wheel, or by other tachometrical determinations in the down-gear transmission or even other driving speed sensors, which obtain, instead of the speed of rotation, the actual speed of travel. In this case, provision is made that the electronic system, upon the attainment of an upper or lower threshold value of the motor, shifts into the next higher, i.e., the next lower gear stage of the power take-off shaft. For example, in a market of customary stages of 540, 750, or 1000 RPM, it is advantageously possible that a power take-off shaft operation can be achieved at vehicle speeds of 2.5 to 10 km/hr. The ratio of power take-off rotational speed to the rotational speed of the wheels would approximate 40/1.